

Notes for the Canyon Ferry Working Group Meeting
8/15/06

Shawn Bryant outlined discussion items developed in the previous meeting including review of the shoreline access portion of the draft Shoreline Management Plan regarding hunting access, shoreline boat camping, and land classifications.

Shawn then provided a power point presentation that covered shoreline access management based on legislation (e.g. Title X – Canyon Ferry Reservoir, Montana Act), code of federal regulations, and Reclamation policy. Items covered included boat dock access for Canyon Ferry Cabin Site owners, public shoreline access, hunting, motorized access, dispersed use of undeveloped shoreline, and right-of-use authorization.

Many meeting participants asked how Shoreline Management Plan guidance would be enforced. Some audience members indicated a desire that their participation in development of the Shoreline Management Plan would result in enforceable guidance for shoreline use.

Shawn responded by stating that Reclamation was not a regulatory agency but rules for public conduct on Reclamation land were recently codified (43 CFR 423, 4/17/06). He indicated that the mode of enforcement (by local, state, or federal officers) still needed clarification. Shawn suggested that in the interim, Reclamation would be working with shoreline users for voluntary compliance. This would include contacting potential violators, determining if a violation had occurred, and then educating shoreline users on existing law and policy. It is important to note that the public conduct rules can be enforced with limited fines and imprisonment for violations, and that if it can be determined that unauthorized use was a result of intentional carelessness or neglect, the value of the use can be determined and assessed to the user (43 CFR part 429).

Audience members also indicated that the current draft available on the Canyon Ferry website (<http://www.usbr.gov/gp/mtao/canyonferry/index.cfm>) still indicates that “boat dock should be located within 100 feet of the boundary marker of the landowner who owns the dock.” Some meeting participants felt that this item had been discussed in a previous meeting, and that it had been decided that the 100-foot guidance would be dropped from the plan. Shawn responded by indicating that he would review and update that portion of the Shoreline Management Plan.

Meeting participants also questioned the need to coordinate with Reclamation for dock maintenance given that the Canyon Ferry Act specifically allowed one dock per cabin site. A free boat dock request form is currently proposed by Reclamation to track dock placement and to determine the need for environmental compliance on federally-owned shoreline.

The need for identification of public access corridors to the shoreline (e.g. signs, map) was also discussed. Issues included poor public awareness of public access points, limited roadside parking area at public access points, the need for access boundary identification, and signage with littering regulations.

There was some discussion of shoreline stabilization and the contrast in 310 permitting requirements between Broadwater and Lewis and Clark counties.

Shawn indicated that shoreline stabilization and updated dock guidance could be topics of future Working Group meetings. Shawn stated that a draft of the whole Shoreline Management Plan would be available for the next meeting planned for early October (October 2nd was suggested).